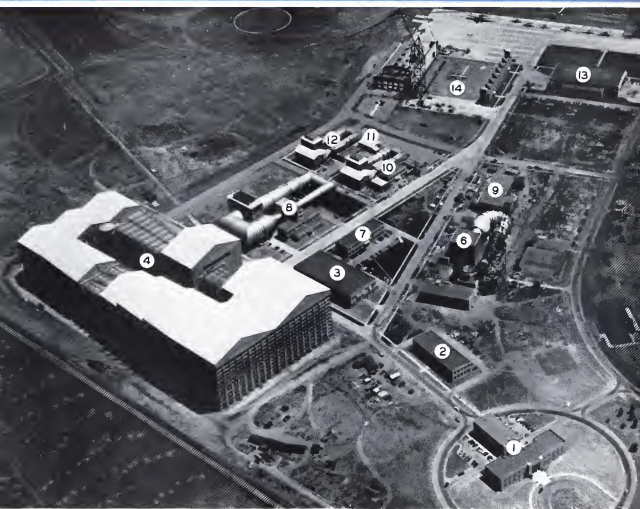


Aviation News

McGraw-Hill Publishing Company, Inc.

MARCH 25, 1946



California Research Laboratory: Air view of Ames Aeronautical Laboratory, West Coast research center of the National Advisory Committee for Aeronautics. The \$23,000,000 plant occupies part of the Navy's Moffett Field at the lower end of San Francisco Bay. Principal peacetime work at Ames will be basic research in high-speed aerodynamics. Shown above are (1) administration building, (2) science laboratory, (3) technical service building, (4) 40- by 80-ft. wind tunnel, (5) power substation, (6) 12-ft. pressure wind tunnel, (7) utilities building, (8) 16-ft. high-speed wind tunnel, (9) 1- by 3-ft. supersonic speed wind tunnel, (10) 7- by 10-ft. wind tunnel No. 1, (11) model finishing shop, (12) 7- by 10-ft. wind tunnel No. 2, (13) flight research laboratory, (14) plane hangar and shop (under construction). For details of other NACA projects see story on Page 13.

Federal Airport Aid Measure Seen Near Passage

Conferees agree on measure to provide \$500,000,000 on matching basis.....Page 7

Comprehensive Study Of Airmail Picture Ordered

14 inspectors assigned to 30-day survey in line with Sullivan's report.....Page 27

**KNOCKS OUT
FIRES**

**Single-
handed**

**IN CABINS, CARGO SPACES,
BAGGAGE COMPARTMENTS,
AUXILIARY EQUIPMENT**

For quick control of small fires on their in-flight stages, just mount a Kidde Portable Extinguisher within easy reach.

There's no simpler, safer way of fighting fires in cabins, cargo spaces, baggage compartments or auxiliary equipment. One hand operates the Kidde Portable. You merely aim the hose, aim at the fire, and pull the trigger.

Instantly, carbon dioxide, one of the fastest extinguishing agents known, goes into action. The flames are quickly smothered... there's no messy residue, no extinguishing-agent damage to materials or equipment.

Kidde Portables for aircraft—in 2- and 5-pound carbon dioxide capacities—are designed to conserve weight without sacrifice of strength. Simple, lightweight brackets, permitting one-hand release, are available for mounting. Write for full details.

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THE AVIATION NEWS

Washington Observer



RESEARCH PROGRAM—Necessity for an aggressive research program to maintain American air superiority will be emphasized in a forthcoming report of the Senate Read War Investigating Committee. The report, scheduled for release in about three weeks, is the work of the group's aviation subcommittee headed by Sen. Hugh Mitchell (D, Wash.). It is the outgrowth of extensive hearings held on both the East and West Coasts and in Washington at which leading aircraft executives testified.

COAST GUARD AIR FORCE—The Coast Guard voted to increase its aviation to 256 planes (190 fixed-wing and 56 helicopters) from the present 218 planes (160 fixed-wing and 55 rotary-wing). Coast Guard officials are impressed with work and potential of the helicopter in search and rescue activities.

BERMUDA AGREEMENT—Congress is continuing to question whether bilateral international air agreements, such as concluded at Bermuda between the United States and Britain, are exclusive agreements or treaties. Decision on the Bermuda pact will have an important bearing on similar future agreements. If the Bermuda pact is viewed as a treaty, it automatically will follow that the French agreement, now being negotiated, and other bilateral international air agreements also are treaties requiring Senate confirmation. If they are executive agreements they will be handled simply by the Commerce Department and will not require the two-thirds vote necessary to ratify a treaty. Senate Foreign Affairs Committee handles treaties.

GI TRAINING—Studying the question of approved aeronautics schools in conjunction with the Veterans Administration, CAA is expected to recommend in VA a plan similar to the pre-war GVT program. High schools or colleges already approved by states could

give ground school courses, subcontracting flight training to responsible operators. This would obviate the necessity of states being faced with a flood of approval applications from new aviation schools set up specifically to participate in the veteran's educational program. As has been pointed out, few state educational boards have the requisite aviation knowledge to pass judgment on applications for approval.

HELICOPTER PROBLEM—Helicopter pilots, on the basis of previous experiences at airports, say radical changes will have to be made by CAA in airport landing procedures when helicopters are flying in greater quantities. To expect a helicopter, which can land and takeoff in a space as large as a tennis court, to take its place in a landing "stack" and circle an airport with conventional aircraft is absurd and rules away the principal advantage of the duct-lift aircraft. Yet helicopter pilots who come in and land disregarding the traffic circle are criticized sharply by control tower operators and actually cause a landing under the present setup. Adopting a lower approach altitude and a special landing area at the airport in the rotary aircraft may be an answer.

RUSSIA'S AIR FORCE—There are strong indications that while our northern air force will be kept back up, any belt-tightening moves by Russia would more likely be by industry than by air, and in Central Europe rather than in Asia or across the top of the world. Even after her terrific losses in manpower, Russia and her land army still are far stronger than any other nation's mobilized ground force. But her air power is inferior to Britain and the U. S. Those facts, however, put emphasis on the judgment of some of our military leaders in keeping quantities of aircraft within reach of Central Europe.



Flight photo of the new Bristol 170, British cargo or passenger carrier

HANGAR FLYING

LOCKHEED

PILOT - BOOSTER

Few people know that at one critical stage in the development of the Combsation, the plane's hydraulic booster system worked too well.

The plane was designed so that the booster, instead of the pilot, would do most of the work moving the control surfaces. For every pound of push the pilot puts on the rubber pedals, for instance, the booster now exerts 25 pounds of pressure to move the control. Even the pilot a lot of working. And, as a result, he fell victim of his own machine's over-enthusiasm.

Well anyway, early on the plane Lockheed perfected the booster system to such a point that he could potentially fly the Combsation with your little finger. This machine, of course, was too sensitive for ground use—but the point is that the all-important "feel" of the ship has been tailor-made to the craving wishes of experienced pilots, who came by it.



Now, in paragraph six of the Combsation, the plane's hydraulic booster system is like the thoroughbred she is. Her foot pedal booster system (the only one with a C. A. A. approved type certificate) makes the 45-ton, four-engine plane handle as lightly as a two motor job.

Like everything else on this ship, the booster was developed by imaginative, pioneering engineering—the kind that keeps Lockheed leading the field.

L to L for L

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AVIATION NEWS

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The Photos

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News at Deadline

End of FLC Indicated

War Assets Corp. shortly will join the Foreign Liquidation Commission in the operation of the Miami export sales center, established by FLC two months ago as an advisory agency primarily for Latin American buyers of surplus aircraft and equipment. Meanwhile the center also will sell to U. S. citizens. Reason for the change is that FLC has no stock in sell, or all surplus in this country goes to WAC and WAC has not been learning over to FLC any definite amount. This revision in procedure is seen as preventing absorption of FLC by WAC—for the latter already has set up an export division.

Beech to Build 50,000 Homes

Beech Aircraft Corp. expects to produce by the end of next year 50,000 Beech Homes—a completely equipped home of basically new design which is to be mass produced in aircraft plants from aluminum, stainless steel and plastic. The home, with 1,017 sq ft of floor space, with modernized living and dining room, two bedrooms, two bathrooms, completely equipped kitchen, en-suite bath, heating and air conditioning, is planned to sell for \$5,500, erected anywhere in the United States and ready for occupancy. The home is a development of the original Duganone design by R. Buckminster Fuller. It is not a "prefabricated house," but mass produced using aircraft technology. The house is completely integrated from conventional bridge steel on suspension control principle. It weighs 8,800 lbs.

PAA to Get More Paintings

A program has been worked out between Republic Airlines and Pan American Airlines for production of a fleet of up to 18 Banting-type planes, three times as many of these speedy transports as had been scheduled in a preliminary production plan.

Stockholders OK Merger

Stockholders of both Northeast Airlines and PAA last week approved merger of the two systems, according to company officials. AAR hearing of the case is scheduled April 29.



Supersonic speeds up to Mach 3.6 (3,750 mph) will be possible in a blow down supersonic wind tunnel now nearing completion in California at the Ames Laboratory of NACA. A pressure vessel tank will provide sufficient air for 10-minute runs.

Rated minutes for the first flight by the double decker Lockheed Combsation for Jan. 1947. The company's first Saturn transport should be in the air by early May, company officials say.

Work is progressing at the Glenn L. Martin Baltimore plant on the Model 115, a version of the B-36 with jet units. Details are slowly gauged but there are indications that the modification will produce a plane of very high speed for very heavy weight. At the moment, considerable attention is being paid to developing greatly strengthened outer wing panels and center-wing assemblies to withstand the stresses imposed by sudden acceleration.

Pay raises amounted to 15 percent, retroactive to Jan. 26, go to 2,500 professional, technical and office employees of North American Aviation, Inc. under authorization of the Wage Stabilization Board. Company now is in negotiation with the UAW-CIO on a new contract covering production workers.

Cleveland's National Aircraft Show attracted an attendance of 264,000, breaking all records for the Cleveland Public Auditorium.

Aviation observers report that the AAF's new Consolidated XP-10, 10-ton fighter equipped with jet plus gas turbine powerplant, has a top speed of more than 350 mph. Ship was recorded in a long-range race.

Reinforcement of the General Motors strike may be expected to bring an early resumption of delivery of Allison built 1-40 turbos to Lockheed for its P-80's. Not generally realized is the fact that during the past four months all P-80 jet fighters delivered to the Army have been flown away with old model 1-40's from Army spare stocks manufactured before VJ-day.

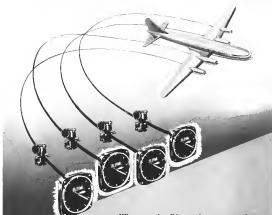
Although designed for a speed appreciably higher than that of the Lockheed P-80, the Republic XP-84 jet fighter now under test at Muroc Army Flight Test Base probably will not be given a chance to show its ability in the forthcoming assault on the world speed record now held by the British. As originally planned, it will be in Army-locked down. An Army program: Eight over the speed record now being completed at Muroc was expanded momentarily at Avondale. Navy went in, too. Lockheed's new jet fighter will make no development of record. In unqualified circles it is believed this policy is prompted by a desire to give greater impact to a formal record attempt to be made in May at the end.

CAR authorities last week sketched an approved type certificate for the Bellanca Crusier for full four-place operation. Dive limit is 216 mph, cruising speed is 154 mph, and gross weight will be at 2,500 lbs. Company hopes to produce about 20 this month if the supply problem permits, with maximum output to be full time at six plants a day.

Goodman Aircraft Corp. has acquired seven Navy L-type blimps from WAC and expects to resume its gas war advertising. Eight over over 100 miles parts of the country. Company boasts that its five new war blimps carried more than 400,000 passengers since 1940 and could without injury to a person. The company has announced a contract with Glenn L. Martin Co. for engineering in connection with the Martin 202 and 305 airplane program.

Canadian Car & Foundry, Ltd., Montreal, has acquired principal assets of Northrop Norovene Aircraft, Ltd., Montreal, including all rights for manufacture and sale of the Norovene. The modern Montclair plant will concentrate on production of the Norovene CBY-3 as well as continue with Norovene and other aircraft, and various overhaul, repair, repair and conversion activity. The Canadian Car aircraft plant at St. Laurent, Montreal, in which the first Norovene CBY-3 was built, will handle all aircraft engineering control and all maintenance of the aircraft division.

SMOOTHER AND SAFER



When you take off in a modern transport plane, you are almost certain to enjoy a smoother, safer flight because of the extra advantages provided by Hamilton Standard Hydromatic propellers. Constantly improved and continuously tested through millions of flight hours all over the world, the Hydromatic has been selected as standard equipment by nearly every great air line.

Latest advance in Hydromatic installations for multi-engine airplanes includes an automatic synchronizer which provides continuous and accurate synchronization of all engines during all conditions of flight. Details of the many exclusive advantages offered by this device are now available to all operators of multi-engine equipment.

HAMILTON STANDARD PROPELLERS

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WEEKEND 11

Aviation News
McGraw-Hill Publishing Co., Inc.

March 25, 1946

Federally-Backed Airport Program Seems Assured as Conferees Agree

Expect early passage of bill providing \$500,000,000 in U. S. funds to be used on matching basis over seven year period starting in July, includes channeling provision

A large-scale federally-sponsored airport development program appeared assured last week when House and Senate conferees agreed on legislation setting up a seven-year \$1,000,000,000 project.

A compromise between the House-passed Lee airport bill and the Senate-passed McCarran bill the conferees measure was stated for that action by the two leaders of Congress that week.

Early Passage Seen—Conferees predicted ready acceptance of the conference measure by their respective Houses and estimated that appropriations for construction work on the airport program would be included in the 1947 fiscal year Commerce Department appropriation bill now pending in Congress.

The conference bill's provision on the channeling of federal funds, taken over from the Lee bill, may run into opposition as the Senate floor from such states right as New York Governor (R. M. J.).

Provision Outlined—A third federal office and municipalities to apply directly to the Civil Aeronautics Administration for Federal matching funds for local airport development, unless the states in which they are situated have enacted laws to the contrary.

The city-federal relationship which would thus be established has been the target of widespread opposition by states right as they have kept the airport program tied up in conference for approximately four months.

Expenditure Restricted—The conference bill authorizes \$500,000,000 federal expenditures for airports throughout the United States during the next seven fiscal years, starting this July, with \$100,000,000 set aside each year for expenditures for any single year. The federal portion is to be matched on a 50-50 basis by local

and sponsoring agencies, with slight variations for special circumstances.

Seventy-five percent of the federal authorization—\$375,000,000—is to be apportioned among the states on a basis of population and area, with each of the two factors being given equal weight. Twenty-five percent—\$125,000,000—is to be a "discretionary" fund which the CAA Administrator may allocate for projects as he sees fit, taking into account national air transportation needs and inequalities among the states under the allocation plan.

Planning Also Provided—The bill

authorizes \$1,000,000 for airport planning by the CAA, and a \$20,000,000 federal expenditure, on a matching basis, for airports in the territories.

The planning authorization is made available for immediate appropriation. Conferees calculated that planning funds will probably be included in a deficiency appropriation bill now pending in Congress so that CAA can proceed with preliminary work immediately, and be prepared to launch construction of projects at the beginning of the coming fiscal year in July.

Other Provisions—Other important provisions of the conference airport bill are:

• The CAA is required to submit estimates for expenditures on all Class 4 and 5 airports to Congress before proceeding with commitments. Congress is given authority to veto the amounts. This prevents the funneling of all federal funds



BELL COMMERCIAL HELICOPTER:

The Bell helicopter, the Model 47, is the first rotorcraft to be issued a commercial license by CAA (Aviation News, March 14). The two-place ship has an operating speed of 50 mph and a range of 250 miles. First deliveries will be made this summer for rescue and industrial operations, the company said, adding that it will be some time before helicopters will be produced for the lagunas. Ship shown is piloted by Floyd W. Carlson, Bell's chief helicopter pilot.

2,047 Civilian Planes Built in '45

First official production production figures show a total 1945 output of 2,047 civilian aircraft, representing a sharp increase in the production rate since V-J day.

The total includes only aircraft manufactured under CAA type certificate and does not cover experimental models. The statistics released by T. P. Wright, Administrator of Civil Aeronautics, show the pre-war pattern was followed closely with two-plane planes

produced by 81-100-hp engines increasing for 54 percent of the total output.

Output rose sharply.—While the output rose from 100 in July to all in August, 425 in October and 707 in December, Wright said, the industry is to reach its announced goal of 30,000 planes this year. The total output is an average monthly output of 2,500 each.

The 1945 statistics follow:

TYPE	NUMBER	PERCENT
1-engine	1,424	69.5
2-engine	4	.2
3-engine	12	.6
4-engine	13	.6
5-engine	16	.8
6-engine	20	1.0
7-engine	20	1.0
8-engine	20	1.0
9-engine	20	1.0
10-engine	20	1.0
11-engine	20	1.0
12-engine	20	1.0
13-engine	20	1.0
14-engine	20	1.0
15-engine	20	1.0
16-engine	20	1.0
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95-engine	20	1.0
96-engine	20	1.0
97-engine	20	1.0
98-engine	20	1.0
99-engine	20	1.0
100-engine	20	1.0

for airport development in any year into two or three big city projects.

The bill provides for all of the federal government's share of the cost of the airport, but not more than 50 percent on Class 4 and 5 airports. This means that on some major airports, the government may put out only 5 or 10 percent.

The CAA Administrator is directed to draw up a national airport plan, to be revised annually, and federal funds are to be allocated only into projects included in the national CAA plan. The plan therefore will be a federal one, and not a composite of state policies as was agreed at hearings by spokesmen for the Government's Conference. The CAA Administrator is directed to "consult" with state airport planning agencies but not bound by their proposals or advice.

In drawing up the national airport plan, the CAA is directed to consult with the military services and to include military fields which will become available for civilian use. In the location of new airports, the CAA is directed to take advice from the military regarding the national defense needs. Conversely, the military services, in constructing new military fields, are directed to deal with the CAA with a view to locating them in sites desirable from the civilian aviation viewpoint and for possible joint civilian-military operations.

The federal watchdog-fund participation, the conference bill permits, probably to public lands states, headquarters to raising funds for airport development through sale

of land because of the large areas of non-taxable federal lands within their boundaries. States in which the federal government owns over 50 percent of the land could obtain up to 60 percent federal sponsorship for airport projects.

Land may be considered as an airport cost, but in areas where it is the federal government is to pay for only 25 percent of the total cost of the project. The bill stipulates administrative airport buildings as allowable airport costs, but specifically excludes hangars.

Federal construction proceedings for acquisition of land for airport construction are prohibited if states or cities have laws enabling them to acquire airport sites through condemnation, they may be utilized, but the federal government would take title and condemn lands for airports.

AAF to Spend \$4,000,000 On All-Weather Center

AAF plans to spend more than \$4,000,000 in developing an all-weather flying center, newly established at Clinton County Airport, Wilmington, Ohio, according to Col. Ben R. Lewis, commanding officer. The Wilmington base has been made a permanent installation and within a year more than 1,000 Army and civilian personnel will staff it.

The all-weather flying center was moved two weeks ago from Lockbourne Army Air Base, Columbus, Ohio.

NATA Drive Goes On But Progress Is Slow

Despite an unrelenting internal situation and recurrent reports pointing toward a complete loss of the National Aviation Trades Association is emphasizing its revitalization campaign with the second of a series of proposed regional meetings scheduled to be held in Chicago next Monday.

This conference, for NATA's Region II, will be chaired by James H. Harrington, of Harrington Air Services, Mansfield, Ohio. His plan will be similar in purpose to the recent New York meeting (Aviation News, Feb. 18) where a drive to raise \$100,000 through an increase in dues was outlined.

Two Key Officials—Meanwhile, two key figures have resigned executive posts in NATA.—Beverly Blosser is vice-president, and Louis Bowman as chairman of the board. Bowman, close to the NATA picture, however, do not feel that it is necessary a diverging development in the revitalization campaign. It is pointed out that at the forthcoming NATA national convention it is expected that the officers will reconvene in order to clear the slate for a new start.

It is no secret in the industry that many feel that it is time to attempt to rebuild NATA, and that the only satisfactory approach is to start an entirely new organization from scratch.

Programs—NATA.—The drive to rebuild NATA has not been progressing as fast as originally had been hoped after the successful New York meeting. The contract under which the National Association of Manufacturers is receiving \$100,000 per month to direct the campaign is due to expire April 17.

NATA plans are now being handled by Jack Pringle, NATA executive manager, following the resignation from NATA of Robert J. Lamm, who has joined a Virginia real estate firm.

Smith Promoted By NEA

Walter H. Smith, former Northeast Airlines vice manager, has been promoted to general sales manager following a reorganization of the Traffic and Sales Department of the company. Smith will direct the sales activities of the airline and its subsidiaries.

A native of Meriden, Conn., Smith has been with Northeast for 12 years.

Long Dispute Over Federal Aid To Aviation Seen Coming to a Head

CAA announces charges for some services will be levied sometime after July 1 and orders investigation of feasibility of recouping other expenditures.

By WILLIAM KROGER

The long-simmering conflict between the aviation industry, surface transportation and Congress over the extent of the Federal Government's financial aid to civil aviation may come to a head soon as a result of CAA's announcement that it will institute some charges for its services and investigate the feasibility of others.

CAA "sometime after July 1" will begin charging for the registration and recording of aircraft, the issuance of an aircraft's certificate, and possibly several other similar services. No amount has yet been decided, but fees are expected to be small. That action is in compliance with a request of the House Appropriations Committee.

Charge What?—Mr. Goodwin may meet the charges will duplicate similar fees levied by states, but the overall increase is a pilot's expense is not expected to be great enough to be deterrent. However, it involves a principle that is being closely studied and discussed within the industry.

During hearings on CAA's budget for fiscal 1948, supplemental appropriation for 1946, and appropriation for fiscal 1947, the House administrator asked CAA on whether it was possible for the Government to recoup some of its expenditures on civil aviation.

Committee Men Cede.—In the report of the appropriation bill for fiscal 1948, the committee stated it is appropriate of the "recouping" of maintenance and operating cost of Federal airports facilities and equipment, and of "conducting" weather or aid the time has arrived for this Government to place itself in the position of being at least partially reimbursed.

While this thought "should not be considered as a desire to in any way reduce the growth of aviation in this country," the committee suggested that CAA give this, rather "their serious consideration."

CAA Begins Study.—Accordingly, CAA has established a Plans and Performance Staff, headed by Fred Hand, a man date of which

will be to investigate the feasibility of charging the industry for CAA services. A report will be rendered to Congress on the subject of the charges as CAA's fiscal 1948 appropriation, and in any event before January 1, 1947.

This report will deal largely with whether charges should be authorized for use of Federal surveys, communications facilities, control towers, and the like.

Financial Outlook Heavy—Since 1926, the Federal Government has spent more than \$25,000,000 on similar services, maintenance and operation of navigational aids, and more than \$10,000,000 on airports—all of which are used by the industry without cost.

That has given rise to criticism for the industry that the Government was actually subsidizing a competitive transport industry, and has also been the target of the Budget Bureau on several occasions.

Mass. Aero Director Resigns in Row

Arthur H. Tully, Jr., Cambridge Mass., has resigned as director of state aeronautics, charging failure of other Massachusetts departments to cooperate with the aeronautics commission on airport plans. The petition is to be filed April 1 with the return to office of Crocker Boston, who resigned before the war to enter the Air Transport Command.

Tully broke Gov. Tobin warning against "the political opposition," the uncoordinated power grabber and the evolution of aviation products in the state's aviation development program.

Complaints Of Obstruction.—He complained that his proposal to employ two airport engineers, originally revised by the commission had been blocked by two members of the aeronautics commission—the chairman, Edward J. Lynch, and the public works commissioner, Herman A. MacBride. Tully cited the Department of Public Works' resistance to the proposal to improve the airport bus arrangements.



BLOW YOUR HORN!

Charles Adler, Jr., Baltimore electrical engineer and private pilot, has installed a conventional 12-hp automobile horn in the nose of his Ercoupe. He says it is common airport experience to learn where planes are parked on a busy field. The horn is mounted in the nose of the aircraft and is connected to the horn of a 12-hp automobile horn. He says it is also used as a warning to people on the ground in the event of an emergency landing.

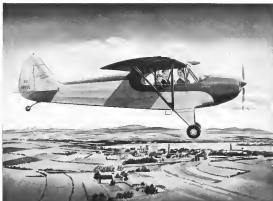
with the commission.

A number of Massachusetts aviation interests had appealed to Gov. Tobin to retain Tully, but the appeal was unsuccessful. Tully is credited with carrying on an aggressive program of aviation development in the state and was active in the National Association of State Aeronautics as chairman of the Legislative Committee.

Personal Aircraft Council Backs ATS on CAA Reports

New opposition to CAA's proposal to establish a base for repair and maintenance of its own fleet of aircraft was reinforced last week by the adoption of a resolution by the Personal Aircraft Council endorsing the position of the Aeronautical Training Society (ATS), leads in the fight against the plan, has condemned the proposal as the plan (Aviation News, March 11).

An opposition to CAA's position was also being shown in protest to Congressmen, it was reported that the Non-Scheduled Flying Advisory Committee, set up to advise Administrator T. P. Wright, was considering going on the record against the report bus arrangements.



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Illustrated is the Piper Cub Super Cruiser, a handsome three-passenger, 100-horsepower plane with an electric starter. This ship is the big sister of the two-passenger, 65-horsepower Piper Cub Special—a 1946 personalized version of the Cub that gained worldwide fame in combat and in which most of our military and civilian pilots won their wings.

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PRIVATE FLYING

Lightplane Improvement Projects Offered NACA By CAA, AOPA, AIA

41 proposals give preview of likely future trends in personal-type aircraft development; Cowley, NACA research director, says it is already working on some of the suggestions.

By BLAINE STUBBSFIELD

A total of 41 proposals for projects leading to improvement of personal-type planes have been submitted to the National Advisory Committee for Aeronautics by three aviation sources, giving a preview of likely future trends in light aircraft development.

Eight of the projects came from Civil Aeronautics Administrator T. P. Wright, 35 from the Aircraft Owners and Pilots Association, and 15 from the Aircraft Industries Association. The CAA-proposed projects were developed by the CAA Non-scheduled Flying Advisory Committee.

Already At Work—John W. Cowley, acting NACA director of research, said that NACA will aid in the development of lightplane improvements similar to its facilities and manpower will permit. He reported it is receiving many suggestions from various official, industrial and private sources and that all will get equal consideration.

He said NACA already is working on some of the suggested developments, namely: gas turbine engines, control and stability at low speeds, and on tail surfaces, especially for use by lightplane designers and manufacturers; reduction of engine and propeller noise; jet-driven propellers; sails with less ice hazard; and others. NACA also has a number of proposals of its own.

Proposals Outlined—Following are the proposals made by the three groups. In each case they are listed in the order of importance the group assigned them.

CAA—(1) Reduction of propeller and engine noise, (2) Gas-turbine-propeller combination power plant, (3) Planes with less ice hazard, (4) Jet-driven propellers, (5) Windshield with smooth water clearance, replacing wipers, (6)

Report summarizing NACA work to date on control and stability at low speeds, (7) Report summarizing NACA work to date on tail surfaces, (8) NACA program on cross-wind landing gear if CAA funds available for the purpose cannot be expanded effectively with the industry at work schools.

AOPA—(1) Cheap, light, blind-landing apparatus suitable for night landing regularly and blind landing in emergency, (2) Light, high-power landing helix, (3) Self-fuel-lighting oil planes so they are more easily seen at night, (4)

Cheap appliances for small fields to permit blind landings in emergency, (5) Wing design permitting 300-400 mph cruising and 35-40 mph landings, (6) 180-hp engine with output over 350 hp, (7) Low horsepower gas turbine, (8) Re-

moval of noise from propeller and motor without lowering efficiency, (9) Semi-automatic landing gear for lightplanes, (10) Means for reducing vibration and noise inside plane, (11) Landing gear suitable for slow-speed cross-wind landing, (12) Amphibian with engine in the hull, (13) Amphibian that has no more drag than lightplane, (14) Design and appliances that will maximize personal injury in case of crash, (15) System of running on low-drag fuel even though high-fuel is needed for starting, (16) Light, cheap cartridge starter for small engines, (17) Leakproof storage battery of lighter weight, (18) Cheap, light radar collision warning.

AIA—(1) Study to determine the real design parameters for design of aircraft in which the rudder is absent, (2) Study of best wingtip shape for (a) slow-speed for maximum lift and (b) high-speed for minimum drag on both tapered and non-tapered wings, (3) Study to substitute operating speed at which laminar flow is maintained, (4) Re-configuration of maneuvering load determination, (5) Flight condition load factor determination, (6) Adjustable-quick propellers.

(7) Development of non-catalytic induction systems, (8) Fan cooling of submerged stressed engines, (9) Use of exhaust jet propulsion for engine-assisted engines, (10) Dred and propeller characteristics of pusher-type commercial airplanes with low, high, and med-



NEW BEECH MODEL 35:

First photo of Beech Aircraft Corp.'s Model 35, the firm's first post-war design entry in the personal plane market, shows the "butterfly tail" which is the plane's main reference point. Four of the four-place, all-metal, retractable-gear landing gear craft have been built by Beech. The plane reportedly has a top speed of 186 mph although Beech is withholding performance and specifications pending further tests.

Coordination Set

Close coordination of research affecting lightplanes has been agreed on between AIA and NACA, according to an announcement by William T. Piper, chairman of AIA's Personal Aircraft Council. NACA's intention will be to merge with more studies on the problems of civilian plane design and operation. Mr. Piper said.

NACA's efforts will supplement research programs of the industry, whose members will continue to submit suggestions to NACA.



Heavy Roadable A number of novel features protected by patents are included in the Model 22 Transplane, powered four-place roadable aircraft, designed by George R. Hawley, Roscoe, Calif. The detachable tail assembly and wings are planned to be clamped together into a trailer unit, which can be towed behind the automobile portion of the land-air vehicle.

Wing Hawley says. Wings are shifted rear leading edge, opposite the ailerons, for better control when approaching stall.

Tail assembly and wings are designed to be clamped together by integral fittings to form a trailer unit, which may be stored at the airport, or coupled to the rear of the automobile-fuselage to be towed along the highway. The two units may be reassembled into flight condition by one person in five to six minutes, Hawley estimates.

6 Pilot Certificates Revoked, 5 Suspended

Four students, a private pilot and a commercial pilot had their certificates revoked as a result of tests of Civil Aviation Board investigators of Civil Air Regulation offenders and five other CAA violations had their certificates suspended for periods ranging from 30 days to six months.

Summary of the cases and corresponding Board action follow:

REVOCATIONS
Joseph William Thomas, private pilot, for giving flight instruction for hire when he was not possessed of at least a valid commercial pilot certificate with valid instrument rating during April 1949 and June 1949 in vicinity of Houston, Texas, and Tupelo, Miss.

Th. Arthur Vincent CAA section 40.203 and 40.211.

Richard Louis Reiter, commercial pilot, for giving an air taxi ride for hire June 1949 at a high location near the airport the aircraft was not properly certificated. He was fined \$100 and the passenger was fined July 1949, and 10 days.

Arthur Vincent CAA section 40.203.
James E. Wilson, student pilot, for giving a private flight of 20 minutes duration on a flight of 20 minutes duration, making an abrupt pull up to stall and other dives at the same group of men descending as low as 50 ft above the ground. He was fined \$100 and the passenger was fined July 1949, and 10 days.

Arthur Vincent CAA section 40.203 and 40.211.
William George Hildebrand, student pilot, for giving an air taxi ride for hire June 1949, 30 days after the date of his license. He was fined \$100 and the passenger was fined July 1949, and 10 days.

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William George Hildebrand, student pilot, for giving an air taxi ride for hire June 1949, 30 days after the date of his license. He was fined \$100 and the passenger was fined July 1949, and 10 days.

SUSPENSIONS
John Francis Pitts, private pilot, for giving an air taxi ride for hire June 1949, 30 days after the date of his license. He was fined \$100 and the passenger was fined July 1949, and 10 days.

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More Than 200 Attend L. A. Airpark Seminar

Civic officials here today discussed an aerial airport study during two-day meeting.

By SCHOLER RANGES

An airport seminar conducted for political and civic leaders of the Los Angeles area under sponsorship of the Southern California chapter of the NAA, recently provided an effective means of selling the need for airports to the non-aviationist.

Attending the two-day meeting were approximately 200 mayors, county supervisors, city councilmen, planning commissioners and members of boards of education, many of whom were given their first airplane ride in lightplanes during the seminar.

Aloud At Zoning Opportunities — Armed primarily at reducing opposition to airport zoning permits in or near residential areas, the seminar produced lively discussions and may well set a pattern for similar sessions in other parts of the nation.

Among the most effective presentations was that by W. M. Howland, chief of preliminary planning at Lockheed Aircraft Corp., who used a "breakdown" pointing of an airport to illustrate his talk. At first the pointing showed a large commercial airport, which he described with the actual noise levels of multi-engine transport.

Shows Comparison — Then he removed the lower half of the pointing to show the top half with facilities and revenue needed for the average interim personal plane. After discussing comparative performance of lightplanes, and citing performance improvements that are expected, he showed the final picture. "The airport paid off like to have as a neighbor," a one-runway field with ample recreation facilities, and used by quiet executive-craft planes with high performance, and maximum safe flight characteristics.

Rep Jennings Randolph, (D, W. Va.) told the seminar that executive decisions under Federal airport and legislation were expected to be announced soon. He urged airport operators to "know your city councilman and your Congressman. Take them for airplane rides and write your Congressmen. You'll be sure of an answer to your questions."

Offer On Economics — The question of airport and airport economics brought before the seminar two



Room For Expansion: Ample space is needed for enlarging plane facilities and hangar facilities, John P. Connors (left), County Regional Planning Commission member, told the recent Los Angeles airport seminar audience, as he discussed airport planning. R. W. F. Schmidt (right), head of the CAA, made region airport seminar, Santa Monica, Calif., was another seminar speaker.

contracting amounts of operations. Harry Howland, airport designer, employed by the Los Angeles County Regional Planning Commission, and Robert Preston Craig, director of the commercial aviation department at the University of Southern California, spoke enthusiastically for the "multi-purpose" airport — a necessary recreation center with the revenue from hangar and recreation concessions, as well as the actual "noise" and "aircraft" causing a major portion of airport investment amortization. They considered \$100,000 to be a reasonable gross investment for an airport capable of handling from 300 to 350 aircraft.

Criticized By Fox — Violently criticized was Col. William J. Fox, chief engineer of the Los Angeles County Southern California, and developer of the county's original master airport plan.

He estimated land and facilities to handle 300 planes might require 100 acres with high investment of \$400,000, and that it is impossible to plan to handle 300 aircraft because there will not be sufficient airports for that number to operate from a single park, and challenge multi-purpose airport planning.

Citing the multiple revenue-producing activities of major airports, Colonel Fox said emphatically: "No municipal airport as far as shown, the slightest suggestion of paying its way." Later he explained "to meet the payment of all operating expenses and amortization costs from earned income."

Costs On Purchases — Fox esti-

mated buying that level price of from \$1,000 to \$1,500 an acre could be a burden of amortization of their investment at rates of up to \$10,000 a year over a two-year period, and added:

"You are liable to find yourselves working for your losses. The margin of profit and loss in an airport enterprise is on this as a knife edge."



Airport Advocate W. M. Howland, chief of preliminary design at Lockheed Aircraft, told California municipal officials at the recent airport seminar that future personal planes, which he expects will revolutionize the aircraft market, will be quiet and minor, such lower landing speeds and better performance. These improvements will eliminate the airport noise and safety objections now voiced by some users of adjacent property, he said.

Gillies Named to Fill Non-Scheduled Post



Appointee of D. Alfonso "Dad" Gillies (photo) of Los Angeles and San Diego, prominent aircraft engineer and businessman, to the C. A. A. Non-Scheduled Flying Advisory Committee, has been designated by Civil Aeronautics Administrator T. F. Wright. An engineering graduate of Massachusetts Institute of Technology and a lieutenant commander in the naval reserve, Gillies is a member of the firm of Jones, Page & Gillies, aviation consultants. Until recently he had been serving as vice-president of Ryan Aeronautical Co. Presently he had been vice-president of Grumman.

► **Was Early Flyer**—One of the organizers of the Aviation Country Club, Hickoryville, 1. He is a past president of the Sealine Pilot Association and still is an active pilot, using his Grumman Wildcat as his business trip.

► **His wife**, the former Betty Hayler, is a well-known woman pilot, a former president of the Ninety Nine, and was one of the organizers of the "Wing" biplane planes at their new landing strip on their Rancho de Cielo at San Diego.

► **Replaces Robinson**—Gillies was selected as a representative of California non-scheduled flying, and succeeds Douglas Robinson, of Alameda, who resigned several weeks ago.

Ehrlman Hopes to Get Type Certificate Soon

Charles L. Ehrlman, designer of the Whorl (AVIATION NEWS, Dec. 24, 1945) two-place, side-by-side low-wing monoplane, reports the engineering on the plane has been completed and is in the hands of the CAA.

The plane has completed more than 15 hours of flight tests, he said, without developing any "bugs."

It is now in the plant of the Wolfe & Moss Co., Baltimore, undergoing the static wing tests. Deep tests on the landing gear have been completed. The young designer said he hoped to complete the required testing and get an approved type

Briefing For Private Flying

Another indication of how eager dealers and distributors are for personal planes to sell, is the order for \$1,075,000 worth of Bellanca Crusier 57s, which H. A. "Bud" Steinfeld, Jr., sales manager, has received from Ed Faulkner, Faulkner Aviation Industries, Long Beach, Calif. The order represents 200 of the four-place low-wing monoplanes which have a \$5,375 list price. Faulkner is Bellanca distributor for California and most of Arizona. The Crusier 57s has retractable landing gear and cruises at 250 mph. with its 180-hp. Franklin engine.

BELL MODEL 57—Bell Aircraft Corp. is putting emphasis on the fact that its two-place Model 47 helicopter, recently approved by CAA for civil use, is a "general use" craft rather than a personal aircraft. But the fact remains that the 47 is about the nearest thing to a personal-type helicopter yet flying (Photo on Page 1). Of course it uses 175 hp. to attain a top speed of about 180 mph. and to cruise at around 80 mph. with a range of approximately 250 miles. But these speeds and range aren't much different from those of the slower fixed-wing personal planes, and when you add the special advantages of the helicopter, particularly slow speeds, vertical ascent and landing, the Model 47 becomes an attractive personal aircraft prospect. If President Larry Bell can get his production costs down, his company may have to make several times the 50M machines which is the initial production plan.

MOST POPULAR AVAILABLE? W. T. Paper tells his stockholders that he expects the three-place Cub Crusier with starter, generator and 100-hp. radial engine, to be the most popular private plane on the market at a price of \$3,950. The four-place Skyrocket, low-wing, retractable landing gear model, originally scheduled to be introduced by Paper in 1946, continues to wait and probably will not go on the market until late in 1947. The company has single orders for Cub specials and Crusiers to absorb its output for at least a year so that those two planes will be the sole output at least for that period. The much-publicized experimental one-place Skyrocket is on the shelf, at least until material costs drop to where the company can probably make it for under \$3,000.

HANDICAPPED PILOT—Marlin E. Smith, Wash., who was forced to stop flying by paralysis of the legs three years ago, is preparing to resume flight instruction with the hand-controlled "Encore." E. Smith has designed a specially modified automobile for some time. Some of his friends, themselves pilots, have informed him they will pay the cost of his flight instruction.

—Alexander McIlwain

certificate from CAA is the next big work.

► **Price Not Assured**—Ehrlman still has not ascertained what the plane will sell for, but he has been talking in terms of under \$3,000. He plans to produce at least 100 of the small planes in a year after he begins operations, probably at the Wolfe & Moss plant.

Transformation of CAP Progresses Another Step

Recent introduction of a bill in Congress to incorporate the Civil Air Patrol as a federal chartered non-profit organization is another step in the transformation of the CAP to its new peacetime role. The bill, sponsored by Rep. Bennett (D., Tex.) has been referred to the House Judiciary Committee.

It would name the present CAP state wing commanders, their associates and successors, as the incorporators and would provide that the corporation shall have sole and exclusive right to the name "Civil Air Patrol," and to have and use the emblem, insignia, emblems, badges, designating marks, etc. heretofore used by CAP, but not conflicting with "established or vested rights."

► **Purposes Defined**—Purposes of the organization are defined as: to encourage and aid American citizens in the development of aviation and maintenance of air supremacy, to provide aviation education and training for senior and cadet members, to foster aviation in local communities, and provide an organization for private citizens to assist in local and national emergencies.



Highest CAA designated airport in the U. S. is at Cimarron, Colorado — altitude 8,700 feet. The Stinson Vopager 150 has regularly taken off from 10,000 ft. or more with a full load and always with a full load of 1000 lbs. or less. And at an level of takeoff runs in a short cut time!

The extra power that makes the Vopager 150 a terrific performer at high altitudes will make you out of a one power or off a full battery — with the same ease as you'll take off from the best airport in the land!

This plane thrives on thin air and cow pastures!



The Stinson Vopager 150 has "git up and git" to sport!

And abundant power to take you where you want to go on a full throttle! You'll like about this new personal plane by Stinson.

You'll like the luxury and comfort of the Vopager 150's soundproofed and ventilated cabin — its richly upholstered adjustable seats with room for 5 passengers and pilot.

You'll like the Vopager 150's maneuverability and ease of handling. With this plane you can see fields that aren't practical even for smaller planes if they lack the Vopager 150's complete maneuverability.

A 200 mile top in the Vopager 150 is only an after noon — 1,000 — and without refueling! It cruises

at 140 m.p.h. has a maximum speed of 155 m.p.h. And operating costs compare favorably with the cost of running your car.

The Vopager 150, like all Stinson planes ever built, has an inherent stability that keeps safety in flight. Wing stalls are built in to make the Vopager 150 stall and spin resistant. And there are wing flaps to slow down landing speed. Its manufacturer, United Aircraft Corporation's "Stinson" Type Certificate No. 707.

Let your local Stinson Dealer tell you more about this new plane by Stinson. The company that has built quality personal planes for more than 20 years. Ask him for a free illustrated brochure, or write Stinson Division, Consolidated Vultee Aircraft Corporation, Wayne, Michigan.

Stinson

Stinson Division, Consolidated Vultee Aircraft Corporation, Wayne, Michigan

PERSONNEL

Boeing Appoints Easy To Labor Relations Post

James D. Easy, Jr. (photo) has been appointed manager of the newly created labor relations department of Boeing Aircraft Co. He served in the Navy as a commander in charge of personnel administration for the North Pacific until recently. Previously he was with the Great Co. as superintendent of sales and training.



Col. Clarence A. Shoop has retired as commandant officer of Wright Field's Marine Flight Test Unit on the Marine Corps and will enter the movie industry. Col. Warren A. Shaw, former Fourth Air Force commander of Marine Bomber Base, has accompanied Col. Shoop and the bomber base has been combined with the flight test base.

M. Archibald (photo), formerly in the Personnel Management Service, has been appointed assistant to Charles L. Gallo, vice-president in charge of traffic control for TWA. Archibald, for the past six years, is chief manager of Southern Pacific and Hawaiian Airlines International, Ltd. in Latin America, will have headquarters in Miami.



Paul S. Thomas (photo) has been named head of Northwest Airlines' personnel engineering division which will handle the company's newly announced and co-ordinated dollar cost reduction program. He formerly was chief plant supervisor for the entire NWA system.



Col. William Weyhke, formerly the AAF's chief labor relations officer under Gen. H. H. Arnold, has been appointed the Army's public relations officer with Joint Task Force One, the joint Army and Navy force that

will conduct the atom bomb tests at Bikini and Eniwetok. He was retained from Omaha where he was the chief of the division of the Office of Military Government. He formerly was director of public relations for Transcontinental & Western Air, Inc. in Chicago.

Edward Vail CBE has been appointed to the traffic department of Pan American Airways, and will be stationed in South America. CBE was with Eastern Air Lines before joining the Navy where he served with Lighter-Than-Air squadrons and with the Naval Air Transport Service. Eugene Richards, formerly with Naval Air Transport Service, has also joined Panagra as the traffic department. He was with United Air Lines before the war.

Charles P. Schneider, Jr., formerly a lieutenant colonel with the AAF's First Troop Carrier Command, has resumed PCA as supervising operations agent at Pittsburgh.

James F. MacIntosh (photo), public relations director of the Transylvania Airlines Corp. for the last seven years, has resigned to become sales promotion manager of the Aeronautical Development Division, Inc. in Chicago. He has relatives in radio and television work. The Transylvania Airlines also filed an ad sales agreement, export manager and manager of the handbook department.



W. E. Oakes (photo), has been named controller and charter sales manager for Transcontinental & Western Air, Inc. Oakes, a member of TWA's traffic staff for the past five years, participated in the recent negotiations for the flight for the California Airlines division to Rome by charter. During the war Oakes was with ATC.



Leslie S. Grossman, president of the Goetzmann Aircraft Engineering Corp., and Leon A. Swartz, executive vice-president and general manager, have

been presented the Medal for Merit by Secretary of the Navy for their contributions in the effectiveness of U. S. naval aviation. The company made T-143 planes for the Navy during the war.



United before joining the ATC.

Michael W. White (left) and Robert V. Carroll (right) have been named to the newly created position of western division reservations manager.



and cargo manager, respectively. Mr. White was a lieutenant colonel in the Army during the war. Carroll recently left the FBI after four years service.

TELLING THE WORLD

• Personal Affairs of Canada Ltd. has appointed Albert B. Foster, late marketing Ltd., to handle all advertising. The company plans to have an ad sales division to display purposes shortly.

• A. V. Roe & Co. of Canada Ltd., manufacturer of the Avon T-10 and other transport planes, has appointed Donald B. Brown & Co. Ltd. to handle all advertising in North America.

• A new four-page booklet on its AS-12 personnel plane has been announced by the transmitter division of the General Electric Co. as a new product. Copies are available on request.

• Radio Sketchbook, of Phoenix, Arizona, a brochure put out by the radio division of the General Electric Co., presents information about the new personnel planes and key factors in their manufacture.

• Glenn H. Martin Co. has issued a booklet on export design by Capt. C. H. Schulz-Dan, USNR, entitled, "Notre Dame's Trump to Marine Aircraft Designs."

SPECIAL AIR SERVICES

CHARTER NON-SCHEDULED INTRASTATE

New York Intrastate Operations Commenced By Empire Airlines

Eight Cessna used to provide executive roundtrip service on three routes out of LaGuardia pending delivery of Beechcraft, company heads company.

Following a long period of survey flights, Empire Airlines has commenced scheduled intrastate operations in New York. It is using eight Cessna 441s, until five Model 12 Beechcraft's, promised in June, are delivered.

The new company is operating a daily schedule of three round-trip days New York to Utica and Schenectady, two round-trips to Binghamton, and one round-trip to Elmira, Jamestown, Glens Falls, Plattsburgh and Watertown.

Headed by Attorney—Empire is headed by Drew Alling, New York attorney and insurance consultant for public affairs on federal party tickets. Irving Mandel is executive vice-president, Achilles Landa, co-AAT, is vice-president in charge of operations, Joseph T. Palumbo, president of Empire National Bank, is treasurer. Everett A. Rosenberg, former AT&T pilot, is traffic manager.

Headquarters are at LaGuardia Field, but a New York executive office will be opened soon. At present, there are 18 pilots. Empire overhead will be handled by Jacobs Aircraft Engine Co., manufacturers of the power plants used. Maintenance and plane overhaul are handled at LaGuardia and Albany.

Some of the public reached in a few hours from New York formerly required as many as 16 hours of rail travel.

Other developments—Meanwhile other developments last week in the rapidly growing Federal uncoordinated passenger and cargo air transport field included these:

Two Boeing 747's and 10 single-engine ski-equipped planes, which include Bellco, Bristow, Cessna and a Pilatus.

Vanguard operated out of Ketchikan, with flights to Fairbanks, Barrow, and other settlements. The Barrow city will be added to West's present Fairbanks-Sitka-Kotzebue-Fairbanks route, made once a week. The 1,775-mile flight takes 9 hours, 20 minutes.

When Alaska, headed by the West, president, has been operating in Northern Alaska since 1959, with headquarters in Fairbanks. Its routes now total 7,000 miles, most of them short-haul trips to isolated mining communities. It has nine pilots. On the 148-mile Fairbanks-Pilot Yukon route, a typical flight, rates are 16 cents a pound for freight, and 25¢ for passengers.

• Maryland Airlines, Baltimore, re-



AIR FREIGHT SAVES FLOWERS

Adrian Lybster, one of the leading flower and bulb growers in the Wilkesboro, N. C., area, claims that the use of Air Cargo Transport Co.-7 after shipping an acreage of a shipment of his products saved him northern exports. He reports air freight seriously threatened spoilage in transit. One third of the acre's horticultural output now is shipped by air. Average plant load is valued at about \$5,000 and charge for each flight is between \$500 and \$700.

dated from from Baltimore to Boston from \$4 to \$12.35, plus tax and from Baltimore to Philadelphia, Del., from \$5 to \$7.20. The rates are about 8 cents a mile. Company will serve Salisbury, Md., as soon as the city's airport is licensed by the state.

• Colorado Airways, headed by Donald C. Burkhart, former ATC captain, has begun special cargo service out of Seattle, Wash., with a Newlands Monocraft, at \$9 cents a ton-mile for short-haul cargo, no less than \$2,500. The plane also can carry seven passengers instead of cargo.

• Florida-Fish Air Express Co., Lakeland, Fla., reports that three-ton cages of adult trout delivered to air-bound Monocrafts were sold out in local stores at 73 cents a pound in less than 26 hours after they were picked near Plant City, Fla.

The merchandise was displayed in stores under signs reading "These berries were picked yesterday in Lakeland, Fla.—Delivered by plane in nine hours." The first

'Air Edition' Scared

Following by a few days the beginning of regular air delivery by Air Cargo Transport Co. of the late city editions of the New York Times and Herald Tribune to Washington (Article News March 31) the Miami Daily News on March 11 announced the day. Air regularly scheduled air edition to be delivered by a Florida newspaper.

The March 11 edition left for Jacksonville at 7 a. m. arrived there at 8:05 p. m., while papers for Orlando left Miami at 1:00 p. m. arriving at 1:30 p. m. Newsday officials accompanied the first flight.

plane returned to Florida with Minnecoma helter.

On trips over 1,000 miles, the company's cargo rates are as low as 20 cents a ton-mile, "which is comparable to railroad freight rates on produce when 20 things are non-soldiered," company officials said.

Company has a fleet of five C-47s and 23 vintage ATC pilots. Its pilots are a group of labeled business men under leadership of S. P. Cole, restaurant owner, who is president. J. C. Rogers, attorney, is vice-president.

Arizona Laundry Uses Plane for Deliveries

Started in January as an experiment, an airborne delivery system inaugurated by the Tucson Laundry and Dry Cleaners at Tucson, Ariz., has already proven as successful that the firm is planning to enlarge the service. It opens a new field to charter operation.

Oliver C. Drachman, owner of the laundry, wishes for the feasibility

of the service, believed to be the first instance in which planes have been used commercially to carry laundry and dry cleaning between distant cities.

Two Trips Weekly—The pioneer route has been between Tucson and Nogales, Ariz., on the U. S.-Mexico border, a round-trip distance of 130 miles. Two round-trips have been made each week, on Mondays and Thursdays.

A Stinson is used and a load of between 300 and 600 lbs. is carried each trip. Pickup is made in Nogales, where a delivery truck meets the plane at the International Airport. About 45 minutes later, covered by road would require two hours—the plane lands at Gilman Airport in Tucson, where it is met by another truck which carries the load to the laundry and cleaning plant. Use of the plane for each round trip costs the firm \$16. A truck by truck over the same route costs about \$1.50 plus the driver's wages.

New Routes Planned—A real increase and faster service for customers is expected when the firm



Airborne Laundry William Sparks, former Montgomery Ward laundry and dry cleaning from a Division of International Airport, Nogales, Ariz., after handling it by air from Tucson, where the airborne service was initiated by Tucson Laundry & Dry Cleaners. The ground laundry service is the forerunner of an extensive aerial program planned to provide faster service to laundry customers in the mountain and desert areas.

starts several routes and brings airborne service to out-of-the-way mining towns and communities located in mountain areas.

The next flight to be scheduled will probably extend the same service to Agua, a town 130 miles from Tucson.

Will Use Larger Ship—When the service is enlarged to include nationwide deliveries, its expansion after other than Agua and Nogales, it is planned to use a cargo ship in making a loop flight to various communities, service not only will be more efficient, but the higher volume will reduce transportation expenses considerably.

Surplus Cessna Prices Are Revised By WAC

War Assets Corp. has revised the fixed prices on surplus UC-78, AT-17 and 282-1 Cessnas to conform with determination of the surplus, which have been placed in the open.

The price range, \$2,400 to \$5,500, on models with heavy wing and constant speed propeller remains the same, but individual planes within that range have been revised.

Price range for models with heavy wing and wood propeller has been altered by dropping the two top prices of \$5,000 and \$7,750 and adding a new floor price of \$1,750. (Individual planes in that category also have been realized in the best of condition.)

Uncertificated Lines Get Surplus Planes

Frequently uncertificated air services, most of them newly-organized firms conducted by air force veterans, were granted rights to buy non-leased Douglas C-47s, uncertificated Douglas C-54s, uncertificated Douglas C-47s and four AT-17 transports, as the latest allotment of surplus aircraft announced by War Assets Corp.

Total allocation involved 194 two- and four-engine transports, 10 C-47s and 13 C-54s, plus 10 AT-17s to Alaska & Mexico Co., Salinas, Calif.; West Coast produce grower and shipper.

List of Allotments—Domestic allocations, other than scheduled airlines (See Transport), included: **Douglas C-47s**: California Eastern Airlines, San Francisco; 1, Lockheed Industries, Long Beach, Fla.; 1, Western Air Corp., Los Angeles, 3.

Douglas C-47s: (All uncertificated operations) 1, Trans-Pacific Airlines, Richmond, Va.; 1, Miles Airlines, Inc., New York City; 1, NATS Air Transportation Service, San Francisco; 1, Southwest Air Transport Service, Omaha, Neb.; 1, All Service Airlines, San Francisco, Calif.; 1, Glen E. Berles (Ct.), U.S.N.R., Miami, Fla.; 1, Phoenix Air Service, Inc., New York City; 1, J. H. Keller (La. Comfy), U.S.N.R., Corpus Christi, Texas; 1, The World Air Transport Service

(La. Comfy), Thibodaux, Louisiana; 1, D. C. L. Veterans Air Express Co., Newark, N. J.; 1, National Skyway Freight Corp., New York; 1, M. L. C. Holden, Los Angeles; 1, **Boeing AT-17**: The following are all veterans: Alaska Pacific, Washington, D. C.; 4, Winston W. Kline, St. Louis, Mo.; 3, Thomas C. Crandall, Houston, Cal.; 1, J. H. Keller, Corpus Christi, Texas; 1, Charles I. Stanton, Jr., Washington, D. C.; 1, J. H. C. Crandall, Ft. Worth, Texas; 1, Robert W. Morgan, Asheville, N. C.; 1, E. G. Gibson and T. D. Post, Jr., Denver, Colo.; 1, Col. Frank Korte, Washington, D. C.; 1, William D. Smith, Washington, D. C.; 2, B. H. Fleming, Birmingham, Texas; 1.

In addition, the following non-veterans organizations were allotted AT-17s: Northrop Aircraft, Hawthorne, Calif.; 1, Aero Industries Corp., New York City; 1, Kaufman Mail Co., San Jose, Calif.; 1, Aero Corp., Atlanta, Ga.; Texas & Northern Airways, San Antonio, Texas; 1, Pacific Aerial Airways, Inc., Los Angeles, 3; 1, E. J. St. Lawrence Brothers, Providence, R. I.; 1, Aircraft Sales Co., Ft. Worth, Texas; 1, Ralph E. Myers Co., Jackson, Calif.; 1, Edward Probst Corp., Mt. Vernon, Ohio; 1, Capital Airlines Inc., Jackson, Miss.; 4, Hudson Department Store, Seattle, Wash.



Ceiling Unlimited

As America unfolds new peacetime wings it becomes clear that there is virtually no ceiling to her future in the broad blue skyways.

The bigger, faster, more powerful planes now on runways or soon to come, reflect immense credit upon the whole industry. They illuminate the vision of aircraft engineers—they point up the alertness of manufacturers—they show the foresightedness of airlines eager for these new ships.

With modern aviation, as in other fields, we have been and are working in close cooperation with the industry's engineers and designers—in the development of upholstery and trim fabrics.

From this cooperation came Caudair Air fabrics—made solely for aircraft.

So for any phase of upholstery or trim fabric for aircraft, why not first call in the Collins & Aikman textile engineer—as so many others do?

CAUDAIR FABRICS

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FINANCIAL

More Lightplane Manufacturers Likely To Enter Financing Programs

Expected to seek additional funds to allow expansion of production facilities as demands for personal-type aircraft soar; Piper and Globe plans already announced.

With the demand for lightplanes at record proportions more and more manufacturers are expected to enter on financing programs to allow expansion of production. Two, Piper and Globe, already have announced such plans (Aviation News, March 4).

Piper has registered 150,000 shares of additional common stock. With prevailing market prices the company should receive less than \$1,500,000 when it sells this issue. Proposed U.S. bonds will be used to retire debts of about \$11,000 and the balance applied to working capital, mainly to carry increased inventories.

Both additional financing is contemplated. Stockholders will vote April 15 on the creation of an authorized 150,000 share issue of new 5 percent \$10 par cumulative convertible preferred stock. The company contemplates the sale of an additional 150,000 shares of this issue. Approximately \$1,500,000 additional, as thus indicated and would be added to working capital.

Red Wolf Preferred—Driving effort to the 150,000 shares of common to be sold, Piper will have outstanding a total issue of 300,000 shares.

Piper's previous financing, this time all very well, in March, 1945, 21,250 shares of convertible preferred were sold at \$10 per share. Convertible at the rate of ten shares of common for each share of preferred, the profit, in sell-off, with the common selling as high as \$10 per share recently. The last of this preferred was called recently through the conversion rights. The old common was first sold publicly in March, 1940, at \$2.15 per share. These shares were split four-for-one in 1944. Thus, the original \$2.15 per share investment now has an estimated market value of about \$17.

Earnings Cut — Piper's earnings were cut in half last year over the

previous period. For the year ended Sept. 30, 1945, the company reported net earnings of \$140,153. This compared to \$277,138 for the 1944 fiscal year. This was equal to 21 and 46 cents per common share, respectively.

Piper, in previous years, sold more lightplanes than any other builder. The company has been a leading exponent of mass production in its field and will undoubtedly strive to maintain its leadership in volume sales. Piper is one of the very few companies in the lightplane group whose securities are traded on a stock exchange, the Curb.

Globe Plans Outlined — Globe, holder of the Pratt, proposes to market 150,000 shares of 5½ percent cumulative convertible preferred stock. Approximately \$1,245,000 should be received from this sale. The proceeds will be used to repay a Reconstruction Finance Corp. loan of \$860,000 and to purchase a factory building from the Delaware Plant Corp. for \$285,000. The balance of \$121,000 will be added to working capital.

The company has 450,000 shares of common stock outstanding. The preferred is made attractive by the privilege of conversion at the rate of one and one-eighth shares of common for each share of preferred.

Recently Recapitalized—The present Globe Aircraft Corp was organized as a Delaware corporation on Feb. 25, 1944 as the successor to the Teaneck company which received the entire issue of 450,000 shares of common stock in payment.

The prospectus reports a management contract with John Kennedy, president, in which he is employed as general manager for a five-year period beginning Jan. 1, 1945 at a salary of \$25,000 per year. Should sales at any one year amount to \$5,000,000 or more, then Kennedy's salary will be on a basis of \$50,000 per year. In addition,

Kennedy is to receive 5 percent of the company's net profits.

Business Reversal — The prospectus also shows that the predecessor company had net sales of \$6,630,370 and \$17,210,338 in 1943 and 1944. This volume was primarily due to two contracts. In 1943, sales totaled \$4,700,332. As of Feb. 1, 1944, Globe had orders for approximately 3,800 planes to be equipped with 125-hp engines and about 1,350 planes taking an 85-hp plant.

The former totals for approximately \$4,800 while the latter sells around \$4,300.

The company expects to produce 1,500 planes in its own plants this year and 1,500 additional to be built for it by another manufacturer before Jan. 31, 1947.

Personas May Not Soon—Another leading builder of lightplanes, Avco-Aircraft Corp. while making no public announcement to that effect, may seek to add to its capital funds this year. This builder was second to Piper in previous years in the market of lightplanes sold. Secondly, a factory expansion program was undertaken which either or later may require capital.

The company's last available balance sheet showed assets payable of \$800,000. The capital structure was relatively simple. 75,000 shares of convertible preferred and 127,360 shares of common. In addition, there were options outstanding for the purchase of 40,000 shares of common stock at \$7.50 per share. All of these securities are actively traded in over-the-counter markets. The product is convertible into the common and carries a 55-cent annual dividend.

Elves Still Privately Sold — One leading company, Engineering & Research Corp., builder of the five-cruiser, remains privately held. Thus far, according to news reports, the company has located financing problems from New York houses. It is possible, however, that the company may create the public to participate in its securities should any extensive expansion be undertaken. Other companies actively interested in the lightplane field and which have securities outstanding in the hands of the public include Beech, Cessna, Fairchild, G & A, Aircraft Kellogg, Luscombe, Ryan, Taylorcraft, and Waco. Most of these companies have to participate in the lightplane boom. A number of the larger plane builders have tried the small plane market but, for the most part, have not embarked upon any extensive program.

Continental Air Lines

9 MILLION MILES 4 MILLION GALLONS!

Phillips is Proud to Fuel One of America's Fastest-Growing Air Lines!



It's a industry which has had a rate of growth greater than Ford Motor's. Continental is still a stand-out!

Just eleven years old this past summer, Continental showed a *Luxor* increase of 121% in revenue passenger-miles flown in 1945.

We're interested in this figure because we played a part in helping create it. Over the past 4½ years Continental has flown over 9 million Phillips-powered miles—consumed 4 million gallons of Phillips Aviation Gasoline!

Now that's a pretty good record—for Continental and us. But what is more important, we think, is the satisfaction and good-will we've built at Continental.

This is an advertisement for our Aviation Gasoline. And so think the best tip-off to any product is the kind of folks who use it. Ask them about Phillips products and Phillips Service. Or ask us. Just write to the Aviation Department, Phillips Petroleum Company, Bartlesville, Oklahoma.



Robert T. Egan, President of Continental Air Lines, is America's youngest airline president.



Wright Becomes First U. S. Firm To Offer Commercial 'Power Egg'

Built by Rohr Aircraft, Chula Vista, Calif., nacelle unit housing new 91HD Cyclone can be installed on DC-4 in 20 min. or less; saves 1,510 lbs. in total plane weight.

Wright Aeronautical Corp. has become the first American engine manufacturer to develop and put into commercial production a "power egg." Named the "Wright-Rohr power unit," it is being manufactured by Rohr Aircraft Corp. of Chula Vista, Calif.

The present unit, designed primarily for mounting on the five wall of the DC-4, houses Wright's new 91HD Cyclone, delivering 1,478 takeoff hp at 2,700 rpm, which underwent Civil Aeronautics Administration certification tests at Santa Monica, Calif., last week.

Will Be Demonstrated—Starting this week Wright will begin an intensive demonstration of the Wright-Rohr unit to domestic and foreign airline engineers.

Quick assembly in 20 min. or less; extreme overhead and maintenance accessibility, and light weight (a DC-4 will have to carry 120 lbs. of ballast in its nose for C-G correction) are features of

the power egg. A DC-4 mounting the Wright-Rohr units will be 1,510 lbs. lighter, at empty weight, than a production DC-4. While the weight saving itself will be credited largely to the unit's 9-cylinder engine, Wright spokesmen say that the Rohr nacelle shares in weight reduction.

Cost Factors—Equipment of a DC-4 with Wright-Rohr units will cost the buyer approximately \$100,000. The Rohr nacelles are priced at \$15,000 per plane in 20-plane sets and the 91HD Cyclone carries a base price of \$13,300 per engine with appreciable reductions to airlines buying in quantities.

To what degree the Wright-Rohr power unit will establish a new trend in U. S. aircraft production, which hitherto has been guided by the philosophy of retaining nacelle design and production in the hands of the airplane builder, remains to be seen.

Advantages Realized Early—Ad-

vantages of the power egg were presented strongly at the Society of Automotive Engineers' annual fall conference in San Antonio two years ago. British and European successes were cited, but emphatic opposition was given by several engineers of airplane builders who stated that the problems of nacelle design were too closely integrated with wing design to permit a production movement.

Indication of a move toward American power egg manufacture was given immediately afterward by Rohr Aircraft in its mass production of power egg assemblies for Consolidated Value Aircraft Corp. B-34 bombers and similar units for Lockheed's Constellation. Although these power eggs were built to designs of airplane producers for specific aircraft, they pointed to the possibility that eventually a major engine builder would move into the field.

Several Airlines Interested—Immediately prior to the West Coast unveiling of the Wright-Rohr power units several airlines have been delivered to Chicago & Southern Air Lines, and definite interest has been shown by American Airlines, Australian National Airways, KLM, PCA, TWA, Eastern, Western and several non-scheduled flight companies.

In its present form, however, the Wright-Rohr unit may be limited in use to comparatively short-haul domestic operations due to Wright's difficulty in obtaining a propeller which will accept satisfactorily the engine's high rotating power.

Problems Outlined—On propellers tested to date high shank stresses have been registered with a centrifugal twisting moment on the blades.

As a result the temporary CAA certificate for the engine calls for a reduction of the DC-4 gross load from 72,000 lbs. to 70,000 lbs. on planes using the power units. It is felt that this restriction will not affect domestic purchases but may influence, until the engine problem can be solved and a full gross maximum allowed, the interest of long-range airlines requiring full load loads in addition to large maximums.

First Fairchild Completed By Texas Subcontractor

The first Fairchild F-24 subsonic plane manufactured since the war has come off the assembly line of the Dallas plant of the subcontractor, the Texas Engineering & Manu-



DOOLITTLE GETS "FLYING LABORATORY"

Former Lt. Gen. James H. Doolittle (right) takes delivery of a converted B-25 Mitchell bomber which he will use in testing programs of Shufly Dumas Oil Co. of which he is vice-president. The plane, same type Doolittle led in the Tokyo raid in April, 1942, was converted by Lockheed Aircraft Corp., Lakeland, Fla., of which Albert J. Lauback (left) is president.



This Power Unit is self-contained with water seal designed to operate like an airplane. It provides torque and rotary motion continuously, and a second output may be drawn from it by a flexible shaft or may also be used to drive a series of pulley systems.

If you are interested in greater flexibility, more precise control of the mechanical equipment you must have, Power Unit offers a new solution in power control problems.

Each unit is engineered to meet the specific requirements of the job it is to do.

Units may be driven by an engine, motor, or may be driven directly.

They apply power exactly where it is needed, and may be controlled by a switch connected to the operator at any distance from the Power Unit.

They are compact, light in weight, and may be designed to fit any space requirements.

Power Units were originally developed to free airplane pilots from such manual tasks as raising and lowering landing gear, adjusting wing flaps, etc. They now supply high speed accuracy drives for jet propulsion engines. These units offer manufacturers of a vast variety of other equipment a new and better way of applying power.

Our engineers will gladly work with you on the application of Power Units to improve the equipment you manufacture.

A recently issued bulletin on Power Units giving complete engineering data on "packing up of power" will be sent on request. Also available is a bulletin on Aircraft Quality gear Motors.

FOOTE BROS. GEAR AND MACHINE CORP. • Dept. ANS-505 • Western Bldg., Chicago 5, Ill.



This type is only one of the many different types of ball bearings. The design shown is the ball bearing type. The design shown is the ball bearing type. The design shown is the ball bearing type.

This type is only one of the many different types of ball bearings. The design shown is the ball bearing type. The design shown is the ball bearing type. The design shown is the ball bearing type.



Designs are built up of the using five types of a new type airplane. They include various precision ball bearings in parallel through a differential gear train in a power plant design.

Fig. 30 inches.

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facturing Co., is the former North American Aviation plant.

Henry M. McKay, general manager of the Personal Products Division at Fairchild Engine & Airplane Corp., said production would be stepped up at an increasing rate during the next few months.

The 1946 Fairchild T-24 is a deluxe version of the previous model. It has a Ranger 140-hp air-cooled engine, a top speed of 133 mph and a cruising speed of 118 mph. With a Warner 240-hp seven-cylinder radial engine top speed is 132 mph and cruising 117 mph. Prices have not yet been announced.

Three More Plants Disposed of By WAC

Increased Hercules buys from Republic Aviation assembly center at Evansville, Ind., for \$5,647,000.

Disposal of three more warplane assembly plants by sale and one by lease has been announced by War Assets Corp.

The International Hercules Co. has bought the former Republic Aviation Co. P-47 assembly plant at Evansville, Ind., the second warplane assembly facility the company has acquired. It previously purchased the aircraft engine plant at Midway Park III, operated during the war by General Motors Corp.

Pricing. \$5,647,000—International Hercules is paying \$3,447,000 for the Evansville plant, which was built by the AAF for \$3,372,013. It plans to use it for production of helicopters and allied equipment.

The former Lawrenceville, Ga., assembly plant at Landon, N. J., has been sold to Chase Motor Corp., subject to the priority rights of federal agencies for \$330,000. While cost to the government of the facility was \$421,187, its estimated fair value now is \$235,066. Chase Motor is paying approximately 54 percent more than fair value. Terms of the sale are a down-payment of \$15,000, and quarterly installments over a five-year period.

Pacific Aviation Lease Plant.—The plant operated by Pacific Aviation, Inc. at Los Angeles, Calif., has been leased by that company for five years at an annual rental of \$25,000. Machinery in the plant is not covered by the lease, but all or part of it will be bought by the company in the future.

The rental furnished the government with a return of 8 percent on

New Alloy's Color Indicates Temperature

The difficulty of measuring accurately the high temperatures of aviation gas turbines may be solved with the discovery by General Electric engineers of a special metal alloy that changes color with changes in temperature.

With the turbine burning at speeds of up to 1,500 rpm, the intense and varying heat of the blades has hitherto defied accurate measurement. But when built of the new alloy, a chrome-nickel composition, they exhibit a marked change in color as they pass through each 15 degrees C. of temperature.

Range Outlined.—This regular change continues up to 750 degrees C., at which point the alloy starts

all over again and runs through the same spectrum up to 1,000 degrees Celsius. (There are 1,800 degrees F.) as the highest temperatures ever actually recorded inside a gas turbine.

For example, at 500 degrees C. the turbine blade is a light straw color, at 555 dark straw, at 610 brown, at 665 purple, at 680 dark blue, etc. The alloy turns light blue at 760 and, according to the rules, should then turn gray, indicating the end of the color scale. However, at 755 the new alloy breaks the rules and turns as at the lower color scale. The second run through the spectrum, however, ends at 900 when the alloy begins to display the gray tone.

the estimated fair value of the property of \$333,001. This is the usual rate for rental of surplus plants, most reliable exception being the recent arrangement between WAC and Republic Aviation Corp., which is leasing a major facility at Teterboro, N. J., for a rental based on a percentage of net sales.

Minimum, Figure Set.—While that principle has been regularly ad-

vised by the aircraft industry the Seattle agreement also carries a maximum rental, which stresses the view that had no previous point out that this aspect is not so desirable.

Profit-Sharing Arrangement Announced By Taylorcraft

A profit-sharing plan applicable to more than 1,300 employees has been inaugurated by Taylorcraft Aviation division of Detroit Aircraft Products, Inc.

For every surplus sold, 25¢ will be deposited in a bonus fund. Bob Ryan, president, states the fund will be distributed equally every three months among employees of two months or longer seniority. Dividends are retroactive to V-J Day when Taylorcraft resumed civilian production.

Expense Hoped.—Company is now producing approximately 15 planes per day, and expects to sell more than triple this rate by summer as the completion of a \$1,000,000 expansion program (Aviation News, March 4).

Gardner To Work at Boeing

Frederic L. Gardner, new Civil Aeronautics Administration manufacturing inspection representative for the Pacific Northwest area, has established headquarters at Boeing Aircraft's Seattle plant. He will coordinate the FAA's activities in test and development concerning the new business requirements and certification of the Stratuswest and also will represent the CAA in other aircraft deliveries to Washington, Idaho and Montana.

TRANSPORT

Post Office Department Launches Comprehensive Study of Airmail

14 postal inspectors assigned to 30-day survey in line with Sullivan's report; legislation being introduced to reduce rate to 5 cents on coasts and establish air parcel post.

By MERLE MCKEL

Five teams of postal inspectors—34 men in all—are going "into the field" this week to start a 30-day study in line with the report by Carl Sullivan, Second Assistant Postmaster General, on the future of mail transportation by air.

Meanwhile, legislation is being moved before Congress to reduce the airmail parcel post rate to 5 cents on coasts and establish an airmail parcel post rate, as Sullivan recommended.

New Development Phase.—Three developments following rapidly Sullivan's submission of summary of annual prospects to Postmaster General Hennegan, mark a new phase of the reorganization that has characterized the Post Office Department's attitude towards airmail.

The report contained seven recommended items—including rates for lower domestic and foreign airmail rates, and new air parcel post—and 13 conclusions. It is on the basis of the latter that the inspectors, who will work directly under Sullivan, will study rates, rates, jammed, foreign postage coordination on the three government levels, and facilities and experimental equipment.

Report Well Received.—Reaction to the report has been favorable. The airlines liked it, although one Air Transport Association official was not too pleased with its conclusion that airmail transportation rates should be reduced. CAB sources and they liked it, although there was some speculation on Sullivan's recommendation that an Assistant Secretary of State for Air be appointed.

Well Received in Congress.—Five hundred copies will go to Capitol Hill. Congressmen who already have seen the report found it was good. In Sullivan's department, there have been differences as the

parcel post question, but he plans to go forward.

Railroads Unfettered.—The railroads, despite the Department's recommendation that the airmail postage rate should remain in effect until conditions permit either a lower rate or the "transporting of all long-haul first-class mail by air," are not disturbed, one Department official says, as long as differential is maintained and he sees no fear that an airmail parcel post rate will get down to zero.

Business Board on Mailer's Study.—Stratton in the report are based on a study by Post Office Inspector George E. Miller, with which the Air Transport industry and CAB were made familiar at a confidential meeting last November early this year. (Aviation News, Jan. 14).

They show, again, that while all long-haul, first-class mail can be moved by air at 3 cents on coasts and 4 cents elsewhere, it is a considerable disadvantage to a shipping enterprise if it is not profit due to increased handling costs would be considered to offset losses in handling other classes of mail.

Recommendations Listed.—Sullivan recommended:

- A joint committee of Post Office, National Commerce Department, CAB and Civil Aeronautics Administration to study the possibility of air parcel post.
- Study by the Post Office, Postmaster General and CAB on airmail parcel post. (Sullivan expects to study at the end of the year.)
- Legislation to set the domestic airmail parcel post rate at 5 cents on coasts, and 4 cents elsewhere.
- Legislation establishing air parcel post rates with a minimum rate of 5 cents.
- Authorization to the Postmaster General to study the possibility of airmail parcel post at airports, replacing the present parcel post which the air carriers provide the facilities.
- Reduction in foreign air mail rates.
- Authorization to the Assistant Secretary of State for Air to study the possibility of airmail parcel post.
- Authorization to the Department to study the possibility of airmail parcel post.



20 DINNERS

The 20 post-cooked and frozen meals carried by this Pan American steamer will be heated and served during trans-African flight PA's Consultants have been requested with special interest in getting designed by Marine Corp., which prepares the meals. It takes the frozen meat and vegetables are given 15 min. flash cooking. PA claims to be the first line in commercial of this type. Convenience and weight savings are advantages.

CAB Holds Up Order Of Model 240's By AA

Inducting that American Airlines' purchase of 200 Consolidated Veejet Model 240 two-engine, 44-passenger transport. (Aviation News, Dec. 31, 1949) may have been precipitated by financial control of both lines by American Corp. CAB has ordered Avco American and Convair to show why the Board should not prohibit consummation of the contract.

Pending submission of satisfactory proof that the contract was in the public interest, as until Avco reduces its holdings in American, to the 4 percent specified in a divorce order issued by CAB last October, the Board will prevent Avco or any of its controlled manufacturing subsidiaries from entering into or completing any consummation of the contract.

CAB Menaced Problem.—CAB is making its decision later than two months before consummation of the Avco-American contract had stated that control of American by Avco might deprive American of necessary freedom of

Will the Road Builders Take Over?

WITH enactment into law of a Federal-aid airport program apparently imminent, it is high time for us to mention to re-emphasize and, in some cases, re-assert our responsibilities in promoting, planning and constructing airports.

It is obvious, but shortly may be forgotten, that the primary purpose of Federal aid for airports is to benefit the public. It is the duty of those with who aviation everywhere to take the lead in ensuring how many airports should be built, where they should be located, what type they should be and how they should be operated.

Currently looking for a role of leadership in promotion of airports is the American Road Builders Association which has re-established its airport division and staffed it with able technical construction men. ARBA has every right to desire a voice in airport construction. Its members will do a sizable proportion of the work, for the grading and runway-laying phases are aspects with which they are thoroughly familiar and in which they have wealth of value to offer aviation. ARBA is responsible for many of the high technical standards of highway construction.

However, the extent to which ARBA and other proponents of highways should figure in promotion of airports and determination of airport policy is highly debatable.

The problems of the motor industry are not the problems of the aviation industry. When the highway

industry behaves in good for aviation, as most necessarily must actually be good for aviation. Further, the two are competitive for public funds.

The highway construction industry currently is preoccupied with the utmost to get a campaign to require that all state gasoline taxes be devoted only to highway uses. The influence of this industry, which deals in \$100,000,000 annually, comes into even conflict with aviation as many states now intend to aviation the state tax on fuel consumed in aircraft. Moreover, under the Federal airport bill, states will be required to not waste for airport use an amount equivalent to the tax on fuel used in aircraft.

This competition between highway and aviation interests for fuel tax revenues has been highlighted in Kentucky. Because of an amendment to the state constitution which, although ambiguous, apparently forces all gasoline taxes in the state highway fund, the Automobile Commission has found it necessary to ask the legislature to make airports a part of the state highway system by law. A possible result of this is that Kentucky may not be able to receive Federal aid for either airports or highways.

It is the responsibility of all of us in aviation to assure ourselves that leadership in the promotion of our own interests does not pass by default to outside organizations which, regardless of high motives or ideals, are necessarily in conflict with aviation's aims from time to time.

Cheers For Indianapolis

THERE is a rising flood of complaints from property owners near general and proposed airports. They desire of noise and hazards. These stem regional zoning and other regulatory agencies to turn down proposals for new airports and airfields. These are disturbing problems aviation must face and defend.

From Indianapolis comes an encouraging story, a refreshing contrast. It sounds like a chapter for the segment of starting at the grass roots for a firm foundation for aviation. It is the tale of an enterprising aviator. And it is a true story.

Bob Shank has a new suburban airport. He owns adjoining land, too. Several weeks ago he wondered out loud why some plane owners and other armed citizens would not welcome an opportunity to build their homes on that tract next to his airfield. The response was immediate and gratifying. That is what we need.

The next problem to be tackled was the County Zoning Board. But as it turned out, there wasn't much of a problem after all. The board owned a 32-acre area

on the west side of the airport so it can be divided into one-acre lots, all of which adjoin the airfield. Mr. Shank also is developing "across the road" airport hangars on another 20 acres. Checks for seven of Mr. Shank's 32 adjoining lots already are in his pocket. According to the plans of these new owners, their homes will have a garage in front and a plane hangar in the backyard.

That is why Shank's contribution to development of personal aviation. Putting your plane on your own backyard is his recipe for making personal aircraft practical transportation. His airport won't be "too far from home." It is the Indianapolis County Zoning Board's contribution in advancing backyard hangars from the dream state to reality. You can be assured that if seven hundred make such an investment in aviation's future, there will be many others following for lots. They use an airport as an asset—not a liability.

If all this can be done in Indianapolis, what is the rest of the country waiting for?

ROBERT H. WOOD



WARREN McARTHUR MODEL 15A-15 PREFERRED SEAT

TO AVIATION ENGINEERS DEAD WEIGHT IS WASTE, DESIGN FOR STRENGTH TO MEET SPECIFIC NEED, MOST ESSENTIAL. THAT'S WHY "MUST" IS ANOTHER WORD FOR WARREN McARTHUR IN SPECIFICATIONS.

WARREN McARTHUR CORPORATION
ONE PARK AVENUE NEW YORK CITY



ELIMINATE THE BOTTLE-NECKS

by "CONTRACTING" the troublesome assemblies

In the manufacture of almost any products (and aviation equipment is no exception) there are likely to be certain assemblies that hold up the completed job.

Maybe it's lack of enough machinery, enough experienced labor, or even working space.

Why not delegate parts of the production job? Call in a good contract manufacturer and put part of the problem on his shoulders—add his facilities, his labor supply, his working space to yours.

Why not "Let Lewyt Do It?"

We have facilities, we have experienced labor, we have working space . . . and we've been at this sub-contracting business for more than fifty years.

We know what it is to integrate our facilities with the assembly lines of the other fellow.

During the war we made a great many complete assemblies for the aviation industry,

including many intricate electronic as well as mechanical units.

The cost may surprise you!

But we have not been spoiled by the cost-plus era—we were brought up with a stop watch in one hand, a sharp pencil in the other and a lot of cost-conscious peace-time customers looking over our shoulder.

We seem to have a knack of finding short-cuts in fabricating or assembling that keep the costs interestingly low. Maybe you'll find that we can make certain of your assemblies or parts even more economically than you can make them in your own plant.

In any case it won't cost you more than the time it takes to go into the matter with us.

* * *

Write on your business stationery for 48-page book, "Let Lewyt Do It"—the story of the Lewyt organization in pictures. Lewyt Corporation, 88 Broadway, Brooklyn 11, N.Y.